DRiVER

SEPTEMBER 1978

bits & pieces

NEW CARS a MINI-PREVIEW

'79 IT'S GONNA BE FINE IN '79

DRIVER

Our fearless DRIVER photographer is following Turk as the latter plays his favorite freeway game—the Open Road Slalom. Turk impresses nobody but himself. He moves up on somebody . . .

. . . and roars ahead.

. . . switches lanes . . .

From the left lane . . .

There he goes again.

. . . and farther . . .

. . . across in front of some hapless driver . . .

. . . into lane 3. Turk tailgates each car he comes to, whips around it and moves ahead. If another driver had to make a quick move they'd have a high-speed collision, probably with catastrophic results.

Photography by CLIFF MUNKACSY

There are a lot of driving practices we'd like never to see again, but we probably will anyway.

bits and pieces

Children love to stick their heads and arms out of car windows. And sometimes they'll stick their whole bodies out of the back of station wagons. A sudden surge of speed or a stop and these kids could be on the pavement right in front of our driver's wheels.

This is a little hodgepodge of . . . what shall we call them—driving techniques? You know the kind; annoying things you'll see other drivers do, and even crazy stunts they pull. At least we *hope* it's other drivers and not you. Some of these things are only annoying, but most are just flat illegal. All are bad ideas.

We asked our Gourmet-Dining and Hostility Editor, Turk Wrench, to help us out with some of the photos for this feature because we didn't know anyone else dumb enough to do it. Turk quickly finished his donuts-and-peanut butter lunch and agreed. He'll be back with us as soon as we come up with the bail money.

continued

Likewise, the back of a pick-up. In certain places it's legal for people to be in the back of a pick-up as long as their entire bodies are inside the bed of the truck, but that doesn't make it safe unless there are seats designed for this purpose. But these kids *don't* have their bodies inside the bed. And the tailgate's down.

DRIVER

THE
TRAFFIC SAFETY MAGAZINE
FOR THE MILITARY DRIVER

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Norton Air Force Base, California 92409

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AFRP 127-1
Entered as a Controlled Circulation Rate
Publication (USPS No. 335490)
at Santa Ana, CA 92711

SUBSCRIPTION—DRIVER is available on subscription for $10.00 per year domestic (90¢ per copy); $12.50 per year for foreign mailing ($1.20 per copy), through the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402. Back issues are not available. Changes in subscription mailings should be sent to the above address. Use of funds for printing this publication has been approved by Headquarters, United States Air Force, Department of Defense, Washington, D.C. No payment can be made for manuscripts submitted for publication. Contributions are welcomed, as are comments and criticism. Address all correspondence to the Editor, DRIVER Magazine, AFISC/SEDD, Norton AFB, CA 92409.

ATTENTION DEPT OF THE NAVY PERSONNEL: Address all queries concerning distribution to NAVSAFECEN, NAS, NORFOLK, VA 23511, Attn: Safety Publications Dept. All other correspondence will be welcomed by the Editor.

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SEP

VOLUME 12 NUMBER 4

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THE EDITOR SPEAKS DOUBLE CLUTCH

THAT'S SHOW BIZ!

Writing about the latest crop of TV shows, a critic recently said, "They all seem to have the same plot. The only difference is in the high-speed chase scenes." Will it be vans careening around narrow mountain roads, or motorcycles racing along highways high above rugged ocean shores? On big-budget shows they may even throw in a couple of helicopters skimming and dipping just above the car tops for an extra dash of glamor and excitement.

There's a commercial playing a lot on TV right now in which a stunt driver sails his automobile over a waterfall and ends up in a boulder-strewn river of rushing water. Long after we've forgotten whether the stunt man was pitching tires or motor oil, we remember the thrill of seeing the cocky jock fly over the falls and come to a safe landing.

TV shows and ads along these lines —and movies, too, for that matter— may provide some fun entertainment, they may even lead us to favor one product over another. But is it possible they have some subtle effect on our own operation of cars and cycles? Do they encourage us to take silly risks?

What we don't remember, in fact may not even know, is that there is a lot of clever illusion behind all the exciting action on the screen. We see the driver clearing a 10-foot wall. We don't see the specially-built ramp he takes off from. We hear the engine roar and the tires squeal, but we don't see the engineer with his computer who figures the exact length and grade of the ramp, and the precise approach speed needed for the

continued on page 20

bits and pieces
continued
And now for a little music . . . let's see, which track is that song on? Better she should play the radio and watch where she's going.

bits and pieces

continued

Turk's signalling right;
he'll make a right turn, right?

Wrong.

Now what's this guy doing?

What *is* he doing?

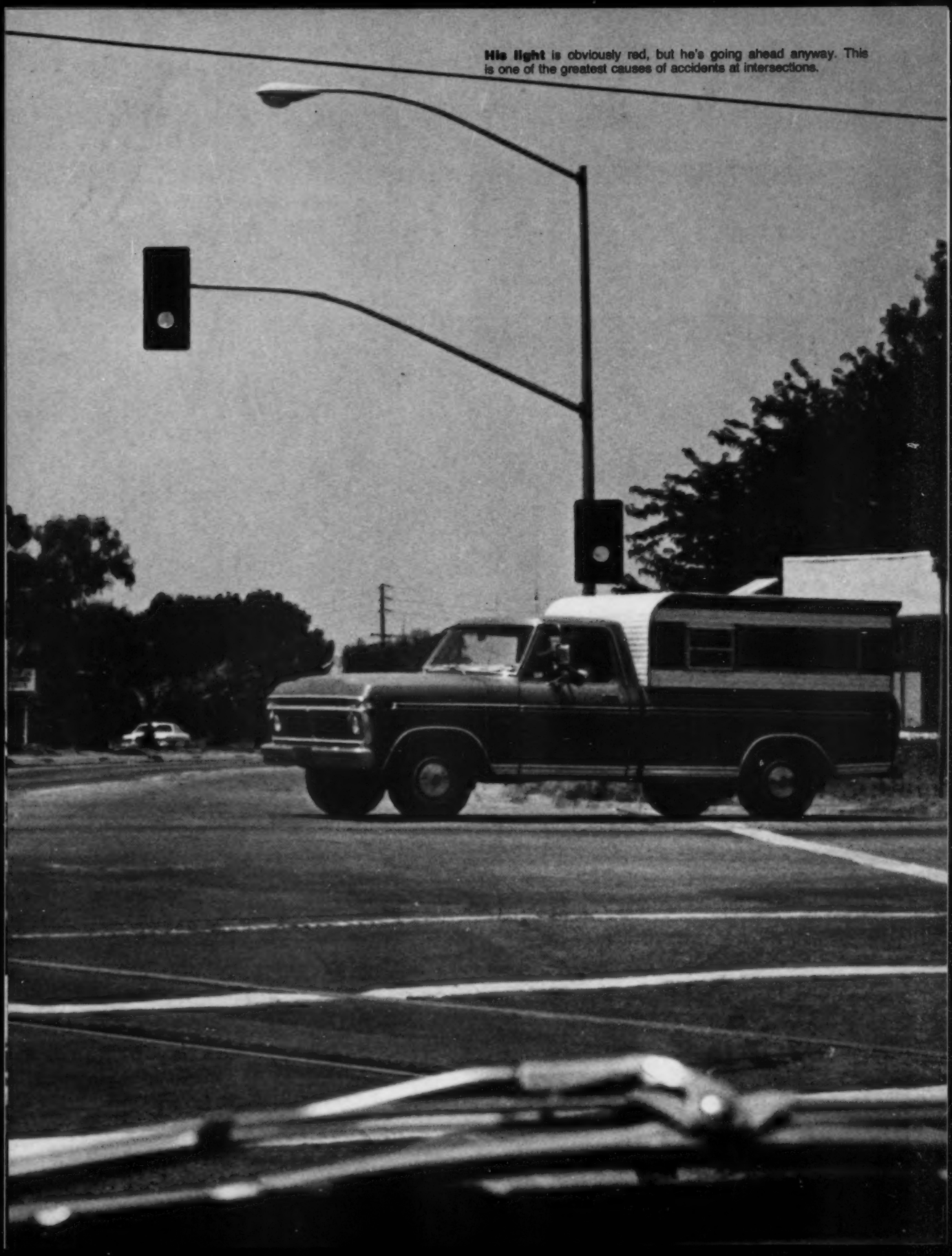
Where did this fool learn to drive, anyway?

Is he drunk, or is he just playing around?

There is no need to swing *left* when making a *right* turn.

Either way, keep your distance from a person who is weaving along like this.

(right)
Togetherness is nice, but not while driving. This guy shouldn't have his son on his lap while he's driving—the child could be badly injured by being smashed between his father and the steering wheel.



His light is obviously red, but he's going ahead anyway. This is one of the greatest causes of accidents at intersections.

bits and pieces

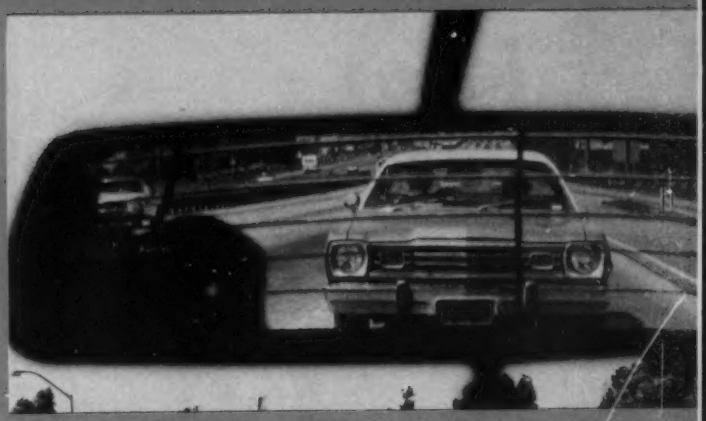
continued

(below)
You'd think a conspicuous sign with two three-letter words—"ONE WAY"—would attract attention, wouldn't you? Well, sometimes you'd be wrong.

The cyclops on his way home? It's illegal to drive with only one headlight, and it's not the safest method of night driving either.

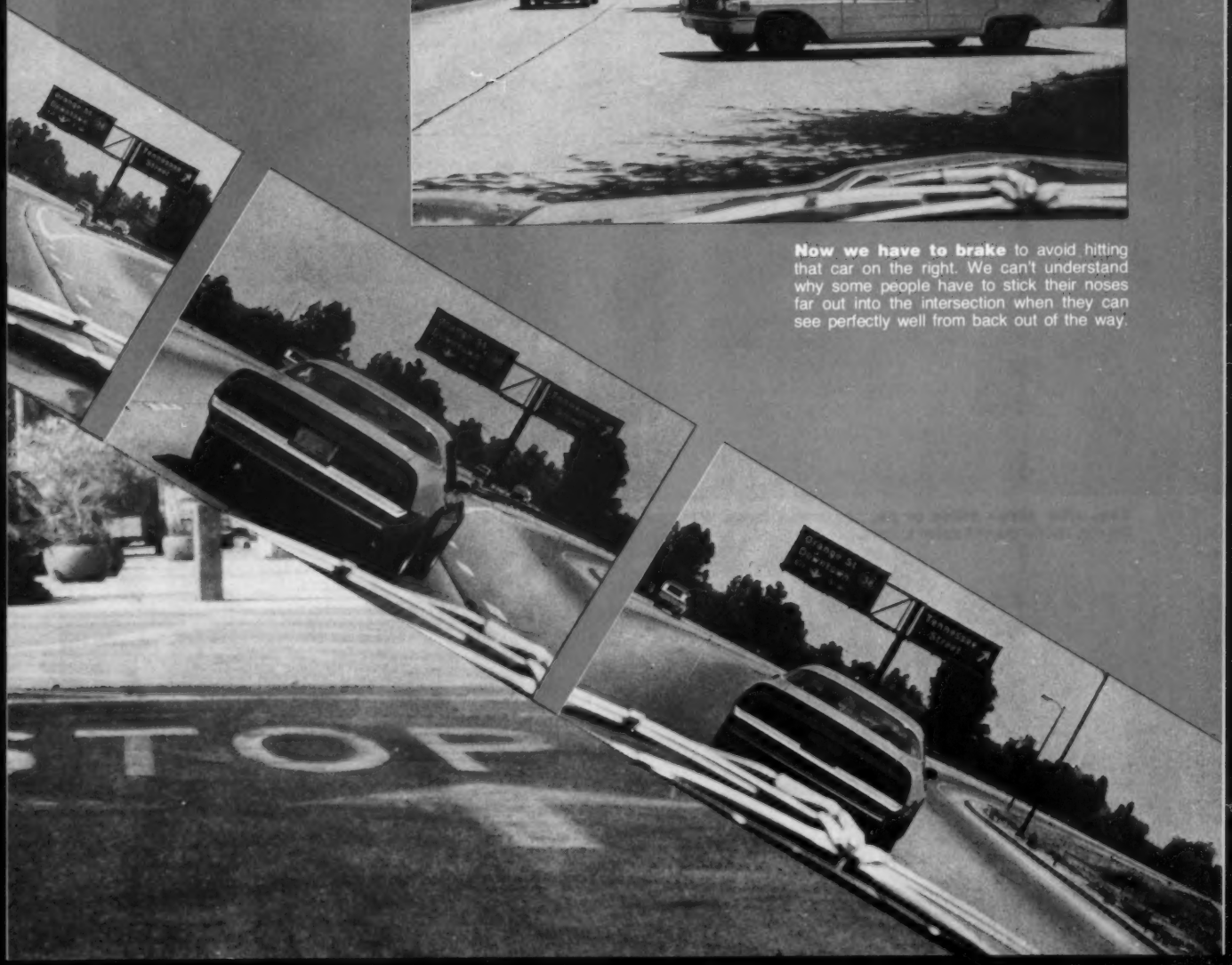
Another "cute" maneuver, going from the middle lane across the right lane in front of us, and onto the off-ramp. Believe us (center), it wasn't that important that he get off at this particular place. He could have waited (far right) for the next ramp.

No, it's not Richard Petty, but he may think he is. If he keeps speeding through parking lots, one day he'll damage his car or someone else's, or he'll hit a pedestrian.



Ah, the classic tailgater! He has such faith in your ability to meet any and all emergencies that he closes in on you and breathes your exhaust. Of course, DRIVER readers assume the guy ahead doesn't have the slightest idea what he's doing, and they keep back, right?

Now we have to brake to avoid hitting that car on the right. We can't understand why some people have to stick their noses far out into the intersection when they can see perfectly well from back out of the way.



Someone hugging the line gives us blood pressure trouble every time. Is that clown going to change lanes? Or hasn't he been told what lane dividers are for?

Yes, after three miles or so, he changes lanes. Without signalling, you'll notice. There's a reason for those large lights on the back of the car, but he doesn't seem to care.

Here's Turk, making his standard left turn and taking up the whole road to do it. He and people like him don't care if they come close enough to you so that you could bop them in the nose—which sounds like a tempting idea, come to think of it.

the after the ACCIDENT

The small European subcompact had damaged itself much more than the full-sized American vehicle it had rear-ended. A young sergeant jumped out of the subcompact and shouted at the man who had stopped so quickly – and without reason – in front of him.

After looking at the damage to his car, the sergeant ran across the other lanes of the divided highway on which they had been travelling. He found a phone booth at a service station and looked up the number of the local police. About that time he noticed a cruising patrolcar had already arrived at the scene, and he left the booth to return to the car.

As he recrossed the other lanes, a car moving at 40 miles per hour came over the rise in the road. He had no time to avoid it, and the driver had no time to avoid him. He was struck and knocked over the hood of the car, colliding with the windshield. He landed in the roadway, conscious but unable to move.

Astoundingly, he suffered no broken bones, and no serious injuries, but he was bruised and sore for weeks.

"I didn't even think about any cars," he recalls. "All I was thinking about was getting to those policemen and telling them my side of the story."

Sure it's an odd example, but it happens. People standing on freeways or sitting in their cars after a wreck are sometimes involved in subsequent accidents.

Perhaps it's because people get so agitated after a car mishap they forget where they are, like our friend. Or maybe they subconsciously assume the world stops when something happens to them.

Whatever the reason, a stopped car is a dangerous thing to be around on a freeway.

Another example: A family in Southern California stopped their truck and car by a freeway to work on the truck's air conditioner. The man and woman told their two daughters to get into the car, which was parked behind the truck, to stay cooler. As the parents were working under the hood of the truck, a moving van swerved off the road and struck the parked vehicles. The two daughters were killed and the parents were seriously injured.

This could be a plea to avoid stopping on freeways, and that is of course a good idea. But accidents happen, and cars break down of their own accord. So our point is, if you're stopped on a freeway, *get away from the vehicle*. That way you won't be injured if the vehicle is struck by a passing car. If the car is movable, get it entirely off the roadway, even if your tire is flat and it means ruining the tire. Better a $50 tire than a $500 automobile.

Use your emergency flashers any time you're stopped. If you have flares or other signalling devices (and you should), use them to alert oncoming traffic that you're having trouble. Or have a lookout down the road to signal them. (If you do this, make sure the lookout is prepared to jump off the road if he sees someone coming at *him!)* Likewise, leave yourself a clear avenue of escape, unhampered by the spare tire and lug wrench. And be prepared to jump if your lookout says to jump!

So if a break-down or accident turns you into an unwilling pedestrian, make the best of it, and practice your walking. But *away* from automobiles.

RAPIDO AUTOMOTIVE
37
MOTORS CHEVROLET
next
time...

We get a letter from Captain Mike Fisher

In our June and July issues, we ran an article entitled, "At the Limit," the racing story of Captain Mike Fisher, Chief of Safety for the Portland, Oregon, Air National Guard. At the end of that story we said, "Even though Mike's car suffered engine failure, we feel certain that later this summer we'll get a letter saying, 'I told you so . . . we won.' " Well, folks, what follows is that letter! For those of you who didn't get the chance to follow the two articles, Mike took delivery of a brand-new March 78B Formula Atlantic car early this year, and we accompanied him to Westwood, British Columbia in April for the car's first-ever race. Mike was doing well, but at about the three-quarter mark of the race, the engine went "toes-up" and Mike was out. We here at DRIVER figured it was just a matter of time before he won one.

That time period proved to be rather short, since it took Mike only till June 10th to grab his checkered flag! The setting for the letter is Portland International Raceway, and the series is the Rose Cup Challenge.

Dear DRIVER Magazine Staff:

I told you we'd win! Here's a recap of the Rose Cup race, the weekend of June 10 and 11.

Saturday: It was one of those days when Mother Nature can't make up her mind to rain or not to rain. Par for the course, it remained dry until just prior to our practice and qualifying session and then a black cloud parked itself over the track. Ralph Young, my crew chief, quickly set the car up with all the rain settings just as the rain started falling.

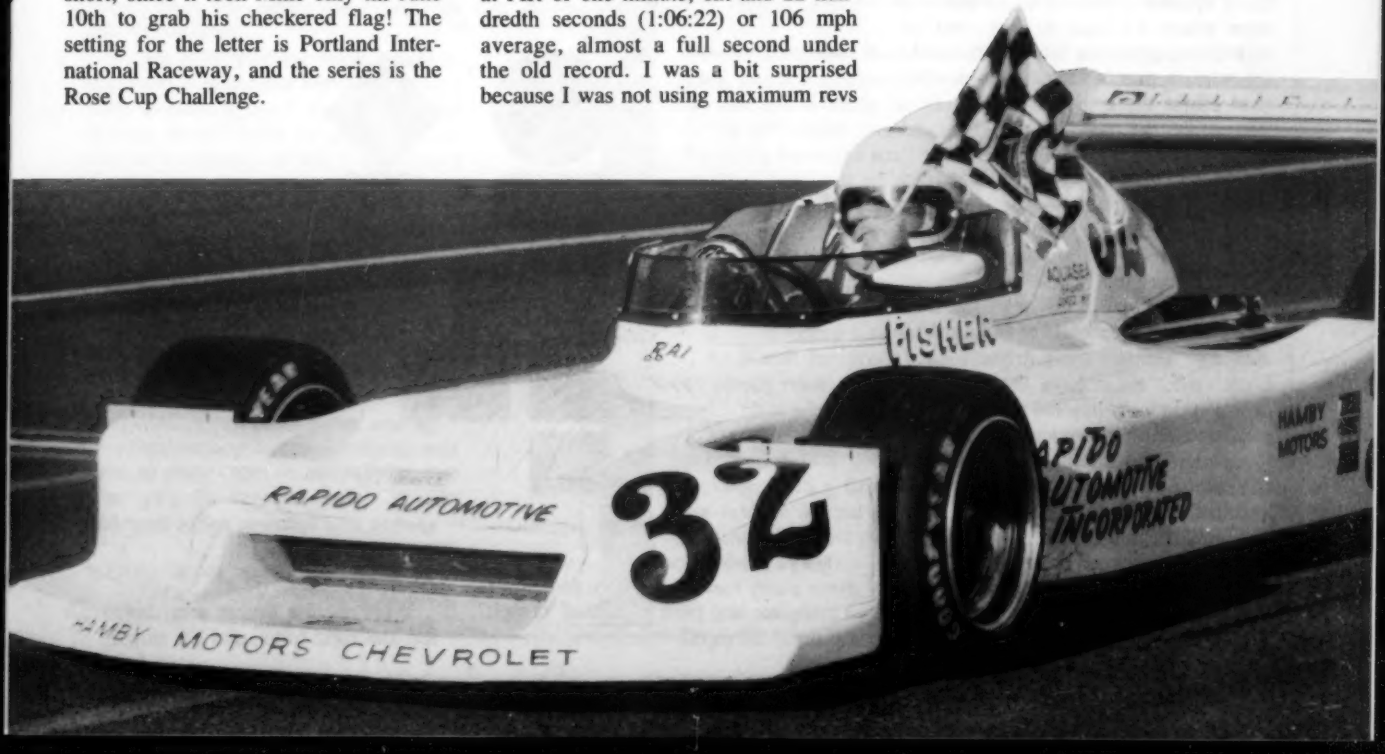
As luck would have it, we were sitting on the pre-grid waiting for the previous classes' debris to be cleaned up when the sun came out and the track quickly began to dry. Since it was too late to change settings, we went out onto a damp but rapidly drying track. After five laps the understeer became almost uncontrollable so I pitted. The tires were showing signs of over-heating and chunking, so we called it a day.

Sunday: The weather forecast was for 75° to 80° and fair skies. And, for a change, the guys who do it with crystal balls were spot on. First practice was at 10 a.m. and we were ready. The car ran superbly and the geometry changes we made to cure the high-speed understeer and wheelspin problems were working exactly as we'd planned. How well they worked is evidenced by a new absolute lap record at PIR of one minute, six and 22 hundredth seconds (1:06:22) or 106 mph average, almost a full second under the old record. I was a bit surprised because I was not using maximum revs or braking as deeply for corners. I felt that, under competitive pressure, the car could go 1:04:5 with no trouble.

For the race, we were on the pole with about one second per lap in hand over the number 2 car. The track itself was a mess what with all the oil and crud laid down by the TransAm cars (they actually started tearing up the asphalt in several corners). We finished the race 23 seconds ahead of the second-place car, and lapped all but four out of a field of 21. In the process, we set a new race lap record of 1:07:9 and ran the fastest race ever at PIR! I guess you could say it was a successful weekend, since even Ralph was smiling! The only bad thing about it was that we won championship points, not money. Did you ever try to use points, to buy parts? At any rate, I really feel that the car and crew *(Ed: and driver)* were at their best. We worked long and hard for this win, and the results were worth the effort.

As a matter of fact, I'm so happy with this win that when I read that there was going to be a little race out in Indiana next May, I thought that maybe. . . .

Best regards,
Mike Fisher



The Handy Driver's HandBOOK

DO YOU REALLY *KNOW* THE AUTOMOTIVE LAWS OF THE STATE IN WHICH YOU'RE STATIONED?

Military bases are interesting spots if you happen to be into license plates. You'll see plates from more parts of the country in one hour on a base than you're likely to see all day on a highway.

Due to the likelihood they'll be moving often and on short notice, military people have been granted the right in most areas to retain the plates and driver's licenses from their home state. This special advantage takes away a little of the hassle of moving from one area to another, and makes the serviceman's life more pleasant.

But the serviceman is not released from the responsibility of knowing and obeying the traffic laws of the state in which he is stationed. Although he may not be required to take the driver's test for that state, he must know the law.

Some of the laws for a state may be peculiar to that state only. For instance, there are special rules in the California Driver's Handbook pertaining to traffic around streetcars—rules that would be useless in Wyoming. And California has a system of multi-colored curbs to show where it's legal to park—red for no parking, green for limited time parking, and so on. A visitor from another state might think they were part of a "beautify the city" campaign and might park illegally.

While common sense may take care of you in most situations, it's best to *know* what's what. How many people from Wyoming would know what a blue curb meant? Get the idea?

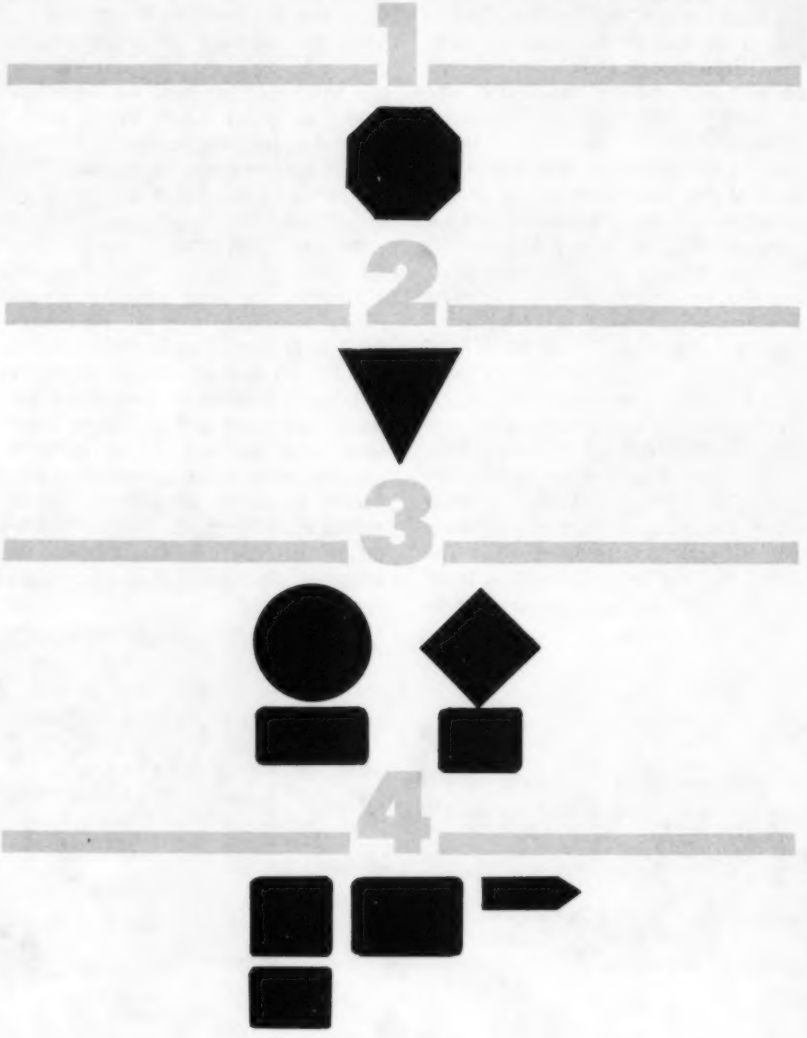
Make a little trip down to the local office of the Department of Motor Vehicles and pick up their driver's handbook—most states have them. It's the best way to *know* the law.

Basic information on the traffic laws is a part of the briefings for in-processing servicemen at their new bases, but we think a study of the driver's handbook will help you to more thoroughly learn what you need to know.

And a quick reading won't do it—study it as though you had to take the test and learn any laws that might be unique to your assigned state. And while you're at it, pay close attention to the stuff you *think* you know. You may be surprised at what you've forgotten.

Try these and see what you remember:

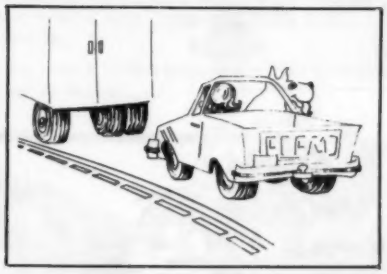
What do the following sign shapes mean? Which are regulatory signs? Which are warning signs?

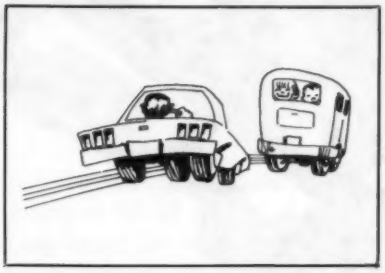


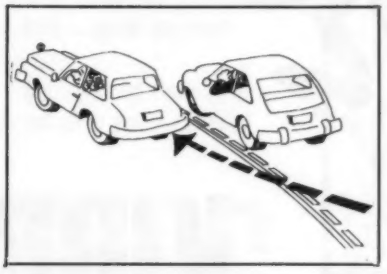
Maybe some simple questions: How many feet does it take to come to a complete stop from a speed of 35 mph? 40 mph? 55 mph?

What are the proper arm signals for left and right turns, and for stops?

What do the following center line markings mean?







Think you got them all right? Check at the end of the article.

If you got all the answers correct, it's no time to be smug. There may be other things you either don't know or don't remember.

So get a copy of the book, study it, and keep it in the car with you. You'll want to show yourself to be a safe and mature driver, both as an individual and as a member of the U.S. Armed Forces. And the best way to do that is to *know* the laws governing traffic in your adopted state.

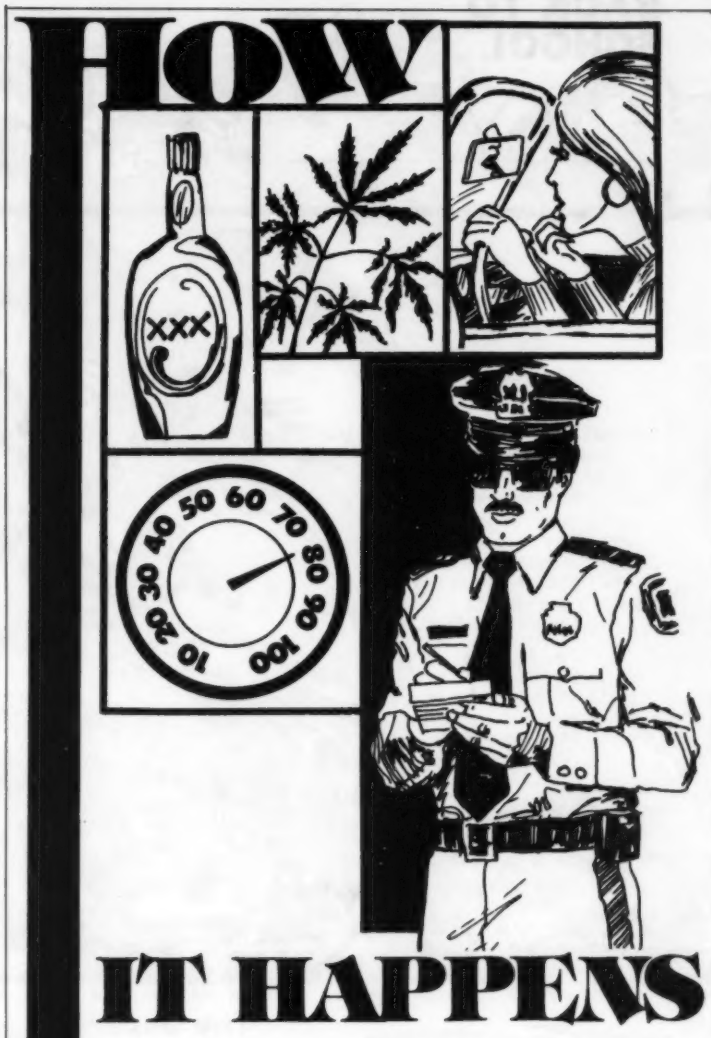
ANSWERS:

Signs: 1. Stop sign. 2. Yield sign. 3. Warning signs. 4. Regulatory signs.

Stops: From 35 mph: 105 ft. 40 mph: 125 ft. 55 mph: 225 ft.

Proper arm signals: Right turn: arm bent at elbow, pointing up. Left turn: arm straight out to side. Slow or stop: arm straight, pointing downward.

Center lines: Solid line in your lane: do not pass. Solid line in both lanes: no one may pass. Broken line in your lane: pass when you can safely.



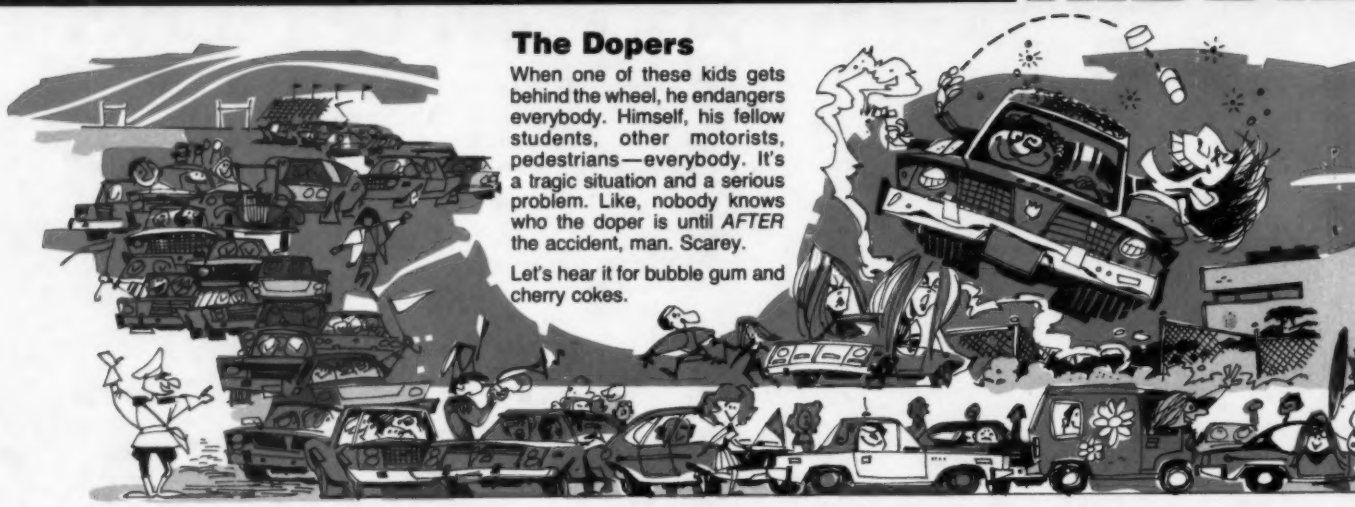
Marine Sergeant Rod Bering, an avid motorcyclist, is zipping down a boulevard on his Yamaha, enjoying the fresh air and the wind in his face. Suddenly, the car in the lane to his left moves into his lane and he is hit. Sgt Bering and his cycle leave the road and come to rest on a sidewalk. The cycle is bent and smashed and lying upside down against a mailbox. Sgt Bering, who always wears a helmet and protective clothing, has a bruised leg and a sprained wrist.

Sgt Bering should:

1. Throw a rock at the car.
2. Sue the auto driver.
3. Quit riding a motorcycle.
4. Watch for drivers who may not see cyclists and plan an escape route if they come at him.
5. Wear a bright-colored windbreaker so he's more visible.

Maybe he *should* sue the guy. But response 4 is the right one, and 5 is a good idea too, although if the driver isn't looking, even a Bozo the Clown suit wouldn't help. We do *not* feel he should quit riding a cycle. This particular one, however, is a lost cause. All those who chose number 1 – get a tricycle.

KIDDIE



The Dopers

When one of these kids gets behind the wheel, he endangers everybody. Himself, his fellow students, other motorists, pedestrians—everybody. It's a tragic situation and a serious problem. Like, nobody knows who the doper is until *AFTER* the accident, man. Scarey.

Let's hear it for bubble gum and cherry cokes.

The Big Game

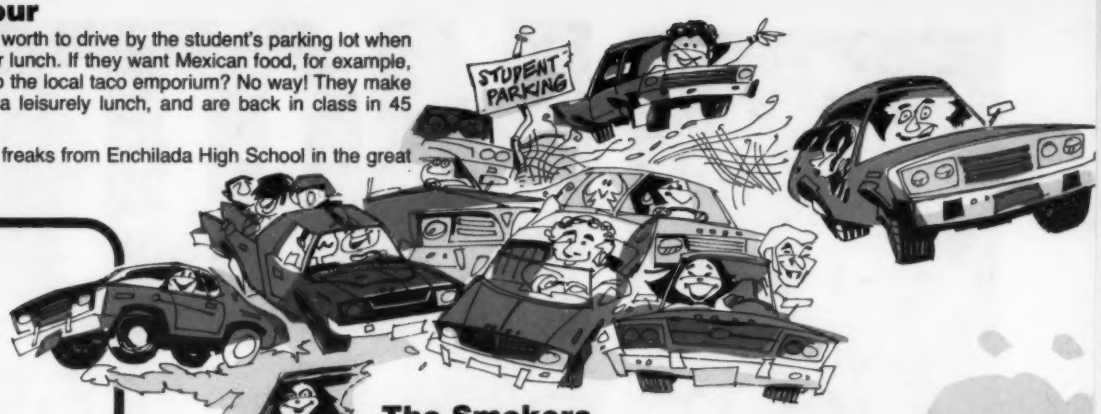
Final Score: Bent Fenders—50, Dented Trunks—75, and the big winner is your friendly boc car? Just sit and wait for the parking lot to empty, man. Just sit and wait and let those other ten t

Let's hear it for your friendly, rich, Body and Fender man!

The Lunch Hour

It's all your deductible is worth to drive by the student's parking lot when the kids are taking off for lunch. If they want Mexican food, for example, do they go off campus to the local taco emporium? No way! They make it to Mexico City, have a leisurely lunch, and are back in class in 45 minutes.

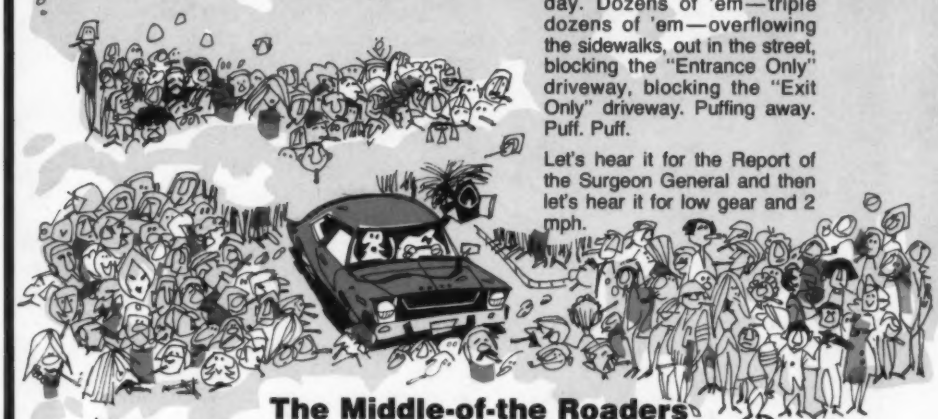
Let's hear it for the taco freaks from Enchilada High School in the great state of Maine!



The Smokers

When you find yourself driving in the vicinity of Cool High School before classes start in the morning, all that smoke you see isn't there because some student screwed up a chemistry experiment. It's the SMOKERS, man. Having their first pack of the day. Dozens of 'em—triple dozens of 'em—overflowing the sidewalks, out in the street, blocking the "Entrance Only" driveway, blocking the "Exit Only" driveway. Puffing away. Puff. Puff.

Let's hear it for the Report of the Surgeon General and then let's hear it for low gear and 2 mph.



The first-graders you stopped for back in '68-'69 are high school Juniors this year. Most of them are licensed drivers—good licensed drivers.

But some of them—in or out of a car . . . MAN!

E KARS

The Middle-of-the Roaders

There they are! Wall-to-wall kids! Or maybe curb-to-curb kids describes it better. Right down the middle of the street they stroll. And, Mr. Motorist, "Thou shalt not pass!" Don't even try, man.

Let's hear it for turning around and going back the way you came. YEA!

y body and fender man. Want to know how to drive home from the big game in an unbent, undented ten thousand cars go through that crazy single-car exit gate at the same time. Wild.

MOTOR CYCLE

var-ooooom!

NEWS

!mooo-rave

For you, if you're trading up or buying used.

Every motorcycle story you've read the past few years has at least mentioned the increasing popularity of cycles, taking for granted that there is or will be a big sales boom, especially in smaller machines. You know what? It hasn't happened.

In 1973, thanks to the success of cheap, lightweight, small-engine cycles from Japan, the industry sold 1.5 million new motorcycles. You might recall that gasoline was a bit scarce then, too, and car prices were climbing. But bike sales dropped off in 1974 and have remained level ever since.

The reasons? Well, there was an economic recession in 1974. Then there were soaring insurance rates, inflation, and tougher government noise and air pollution standards for cycles. The thing is, no one really knows for sure what makes any consumer spend his money as he does. The figures simply tell us that sales increased about 25% a year from 1969 to 1973, and that was that.

If there is a trend at all in today's motorcycle sales, it's toward the big touring bikes (many bucks) and to high-performance super bikes which often can exceed the national speed limit in low gear and maybe reach 130 mph in high. The move to bigger, more expensive machines is part of an overall shift in bikers' preference away from dirt or off-road bikes and to street motorcycles. Here again, the reasons are not clear. But we do know that vast amounts of public land have been closed to dirt bike riders.

John A. Davidson, president of Harley-Davidson Motorcycle Co. Inc., recently said, "I think perhaps right now everybody who wants a motorcycle has one, so the industry is attracting the customer who wants to trade up and get rid of the smaller bike he bought a few years ago; there aren't a lot of first-time buyers out there." That isn't exactly bad news to Harley-Davidson,

the only major U.S.-based manufacturer in a field dominated by the Japanese: Honda, Yamaha, Kawasaki and Suzuki. Those four companies have about 90% of U.S. sales.

Best estimates now say there are about 8 million cycles in use in the U.S. and about 20 million riders. The median buyer age in 1977 was 28 years – four years older than the 1974 buyer. And 80% of the people who bought a new bike in 1977 had owned one in the past. (Incidentally, only six of every 100 new motorcycles are sold to women – it's still a male market. Honda is trying to attract female customers by introducing automatic transmissions.)

Will Americans ever really accept the motorcycle as an alternative form of transportation, as Europeans did dozens of years ago? So far it doesn't seem like it. A 1977 poll showed that the typical owner rode only about 1700 miles a year. Of course, owners of bigger machines do ride farther.

Will another gasoline shortage encourage people to buy cycles? That's hard to say. A proposed federal standby plan to ration gasoline if fuel imports go down 25% will allow automobile owners about 2 gallons a day, motorcycle owners about 2 gallons every 10 days. (Recreational vehicles qualify for nothing!)

Are people buying superbikes just to go fast? The industry says no, people want power in motorcycles for the same reason they want it in cars: for the performance that allows them to pass and otherwise maneuver in traffic to get out of danger. NHTSA (National Highway Traffic Safety Administration) disagrees and has already taken manufacturers to task for trying to out-horsepower each other. Manufacturers also point out that optional equipment demands large engines. For instance, there's a Harley now that can tow a six-foot camping trailer.

Are you trading up? DRIVER tries to keep up with what's going on in the market because we want to know what our readers are up to. If eight of every 10 buyers have owned cycles before and are trading up to bigger street and touring machines, service people are no doubt doing the same thing. Fine, you're experienced, know the importance of maintenance, and respect your protective equipment. What you may not be is "street-wise."

Train yourself to ride defensively. That means paying attention and an-

continued

ticipating trouble. When an experienced rider goes down, it's usually because he wasn't as alert as he should have been.

If you've been riding an off-road machine, remember that you now must get properly licensed. Study your state's rules of the road. Maybe you'll have to take a riding test. A lot of readers complain to us about the riding tests, which in many states apparently were devised by non-bikers. Grin and bear it, and if you really feel the test isn't good, send a post card to the state's department of motor vehicles and tell them why.

On the highway, maintain space around you if you can, just as you try to do in a car. Stay away from motorists. The two-second rule works just as well for the biker as it does for the driver. You remember: Select a fixed object up ahead and count "one-thousand-and-one, one-thousand-and-two," starting when the vehicle ahead passes the marker. If you pass the marker before you've finished counting, you're following too closely. It works at any speed.

Try to maintain the same pace as the rest of the traffic, and keep an eye on things up ahead and behind. Use those rearview mirrors. The experts recommend that you position yourself to the left side of the lane, just about where the left wheels of an automobile will track. This keeps you out of the oil drippings in the center of the lane, away from the debris which sometimes accumulates there, and in the rearview mirrors of the car ahead of you. But if you're riding in the extreme left lane of a freeway, you probably should move to the right-hand side of that lane because traffic just could crowd you into the barrier.

If you've been riding off-road and have just moved to a street bike, maybe you've never given much thought to your visibility. It's important. Bright colors, reflective tape, lights on. Especially on city streets at intersections, where you will soon learn that no matter what you're wearing some motorist will insist on making a left turn directly in front of you because he doesn't see you. Be visible, but ride as if you know you're invisible.

Never ride beyond what you can see, same as when you're driving a car, and keep your eye on the road surface so you can avoid chuckholes, oil, sand, and dead cats. Busy, aren't you? That's what being alert amounts to.

If you're interested in being a top-notch street rider, go by the base library or the safety office and look through the back issues of DRIVER. In July and August 1975 you'll find a two-part article called "Ride Sagely," which is one of the best we've ever published. In September 1977, check "The Safest Way to Crash . . . Don't," which is an examination of emergency braking techniques. If you can't find back issues, drop us a note or phone us and we'll run off copies for you.

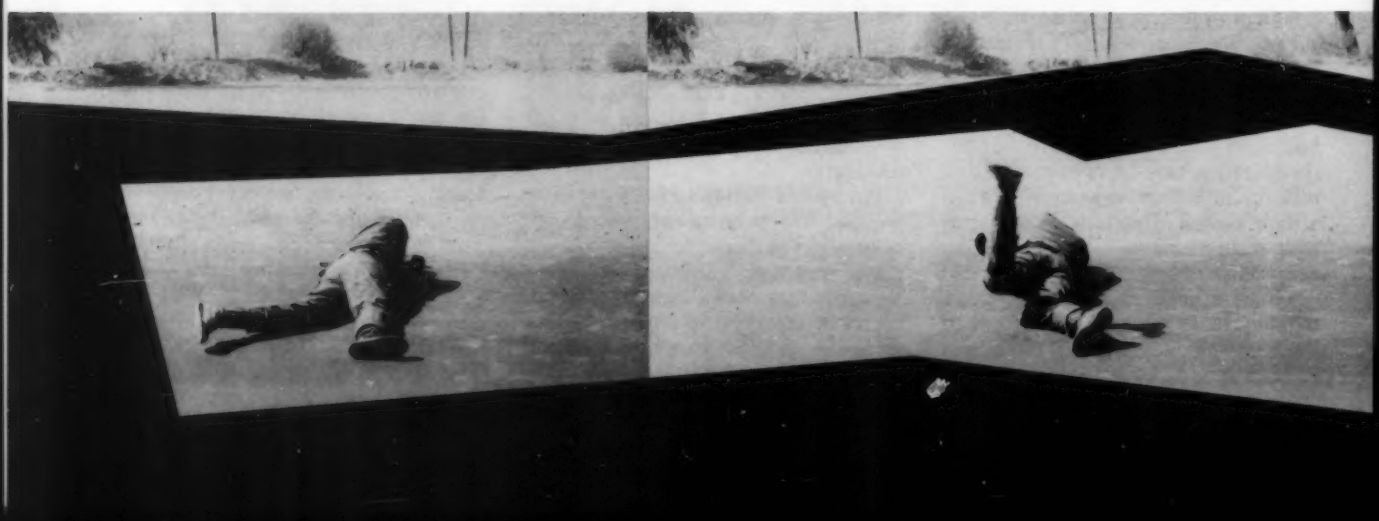
Are you buying used? All those millions of small motorcycles sold in the early '70s are now several years old and are creating a healthy used cycle market. Although fewer persons under 28 are buying new motorcycles these days, many younger people are entering the used cycle market. In fact, the strong used market may be one reason sales of smaller new machines haven't been so great lately.

If you're going to buy a used bike, learn to ride before you buy. Learn-to-ride courses are not terribly expensive. The Motorcycle Safety Foundation offers a good one and so do some manufacturers. Call the Base Motorcycle Club. They may offer a course and if they don't they'll give you some good advice on the subject. A fellow in our building bought a used motorcycle last summer although he'd never ridden before. He weighed about 130 soaking wet and it turned out the bike was just too big for him to learn on. If he'd had previous experience it would have been O.K., but he didn't. And that ended his interest in motorcycling.

Before you buy, think about what you'll be doing with the bike. Are you going to use it just for commuting, or is it also for weekend fun? Our Tech Editor always advises to stay away from the small displacement models (under 200 cc) unless you're positive you want it only for commuting. He recommends at least 250 cc displacement. Dirt/street compromise bikes are just that—a compromise that doesn't excel either place. So give it thought.

When you're buying new, you can put a lot of faith in a long-established dealer with a good reputation with local cyclists. But when you're shopping for a used machine, you have to be careful.

If you have a friend who knows cycles, take him with you when you shop. If you don't have anyone you can rely on, you can still get some idea of the condition of a bike by looking, listening, and riding. Usually, if the



owner has kept the bike looking good he's also taken care of it mechanically. Not always, but it's a clue.

Check the engine and transmission first. Listen for unusual noise, feel for excessive vibration. Be suspicious of blue smoke and oil leaks.

Take the bike for a road test. Some problems may not show up until the machine is completely warmed up. Oil leaks may not show until then.

Pay attention to the transmission. If shifting is hard or the transmission jumps out of gear, you'll be suspicious won't you? A road test will also give you a chance to feel out the suspension and the effectiveness of the brakes. Test the braking action at different speeds. First brake gradually with both brakes, then brake harder. If the brakes fade badly, you may be looking at a repair bill if you buy. After the road test, put the bike on its stand and look at the wheels, the sprockets and chain, and the electrical system. Try out the accessories.

If you need detailed guidance on buying a used cycle, look up our April '77 issue for an article called "Buying a Motorcycle." Again, if you can't find a file of back issues, write or call us and we'll send you a copy.

Final word for new riders: Don't postpone buying an approved helmet. You will hear a lot of stuff about helmets that simply is not true.

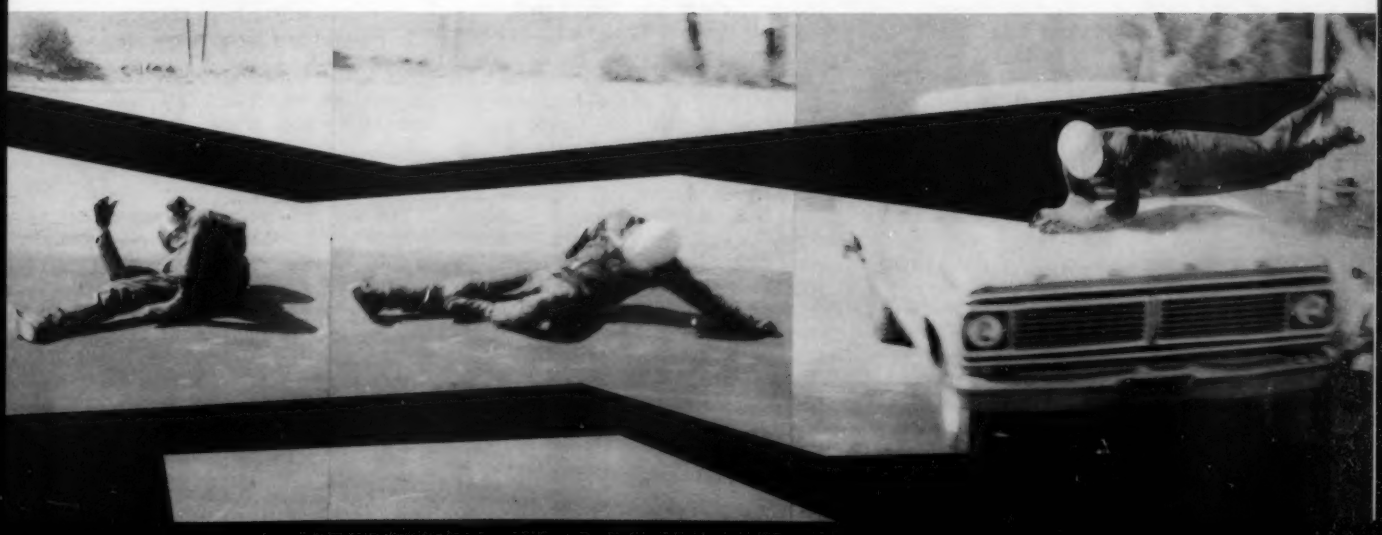
They do not interfere with your vision. Certified helmets provide a field of vision of at least 210° from side to side. Sunglasses are more restrictive.

Neck injuries do not increase among accident victims wearing helmets. The weight of the helmet does not reduce the wearer's ability to make the rapid head movements necessary in traffic. Your neck muscles soon learn to accommodate the 20% increase in weight due to the helmet.

The helmet does not reduce your ability to hear important sounds in traffic. If a sound is audible above engine, wind and traffic noise, it will be audible when all those noises are suppressed somewhat by the helmet. Otherwise, the sound will not be heard in either case.

Helmets do provide real head protection.

Last year 4,082 motorcyclists were killed, an increase of 770 deaths from 1976. Head injuries are the most frequent cause of death for riders. Your chances of being killed are at least four times greater without a helmet.



Timely Topics

BUYING A USED CAR

The purchase of a used car can be a confusing experience, so a prospective buyer is advised by the Automotive Information Council to do some "homework" before starting to shop.

Unless you already have your heart set on a particular model, start with a price survey of popular models to determine which cars can fit into your budget. Study the classified advertising pages of your newspaper or consult with a bank or credit union for suggested selling prices based on their used-car guides.

Plan to spend some time visiting used-car locations for the "right car" in the best possible condition to meet your budget and driving needs. It is advantageous to buy from a reputable dealer, such as a member of the National Automobile Dealers Association or the National Independent Automobile Dealers Association, who subscribe to a code of ethics to deal fairly with consumers.

When possible, buy a car which has a service warranty. When you select a likely car, ask the salesman to accompany you on a short road test. The most important considerations are the brakes, steering and engine performance. Some dealers will permit on-site inspection by a personal mechanic if a prospect has indicated a serious interest.

If you're considering buying an "as is" car from an individual, attempt to have the car checked by a qualified mechanic.

Strange noises, rough handling or dark smoke emitting from the exhaust system could mean expensive repair bills.

Be careful of "super bargains" priced far below the going rate of a particular model unless you are an expert mechanic.

In all cases, make sure the car is what you are looking for before you sign on the dotted line. Weigh how much you are paying against possible repair costs and when the purchase matches the budget and the intended use, consider that you have arrived at the best deal for you.

YAMAHA RECALLS

The National Highway Traffic Safety Administration (NHTSA) has announced that the Yamaha Motor Corp., USA will recall 35,553 of its 1977 and 1978 motorcycles to correct a problem which could result in the sudden lockup of the transmission and rear wheel. According to Yamaha, the bolt that positions the shift cam could come loose and fall into the crankshaft. This could happen suddenly, allowing the shift cam to move, causing simultaneous selection of two gears and immediate lockup of the rear wheel. The specific models involved in the recall are the 1977 Yamaha XS750D and XS7502D and the 1978 XS750E and XS750SE, all of which were manufactured between 1 Feb '76 and 31 Dec '77. Owners of the affected vehicles are being notified by letter explaining the problem and telling them to return their motorcycles to dealers.

BRIGHTER HEADLIGHTS APPROVED FOR AUTOS

The Transportation Department has approved the use of new auto headlights with high beams twice as bright as those now used on most cars.

DOT says the new lights will improve a driver's nighttime seeing distance by 20 percent, enabling drivers to see farther down the road and perceive more detail along the roadway.

The higher intensity beams will not appreciably increase glare from oncoming vehicles, officials said.

The new rule, effective immediately, permits but does not require high beams with 150,000 candlepower, rather than old legal limit of 75,000.

European countries and Canada have long permitted more powerful auto lighting than the United States, prompting criticism of "archaic" U.S. lighting laws.

The standard will continue to require auto headlights to be sealed beams, keeping out of the U.S. market many European headlights which do not use sealed beams.

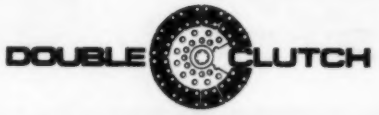
The problem with non-sealed beams, officials say, is that they permit dirt and contamination to damage the reflectors, they cannot be mechanically aimed and they are expensive, up to $40 a unit.

The new U.S.-approved headlamp will cost about $15 apiece, about twice as much as present lamps.

The Transportation Department said last December it would crack down on imported headlamps that do not have sealed beams and which often have candlepower ranging up to 300,000. They have been popular with some sports car and recreation vehicle drivers, even though illegal.

ENGINE BREAK-IN TIPS

A call from a novice engine rebuilder at our friendly local Norton AFB Auto Hobby Shop about how to correctly break-in his newly-done engine prompts us to put it in writing. The key word for engine break-in is EASY. Keep the speed under 55 (of course, you'd do that anyway) and no full-throttle starts or playing road-racer. The prime worry during break-in is getting the rings to seat correctly, so use good oil and avoid diluting the oil with gas (caused by a too-rich choke setting or by not driving long enough to get the engine up to temperature). Re-torque bolts to the torque and time requirements in your engine manual, and keep a close eye on engine temp. That's all there is to it!



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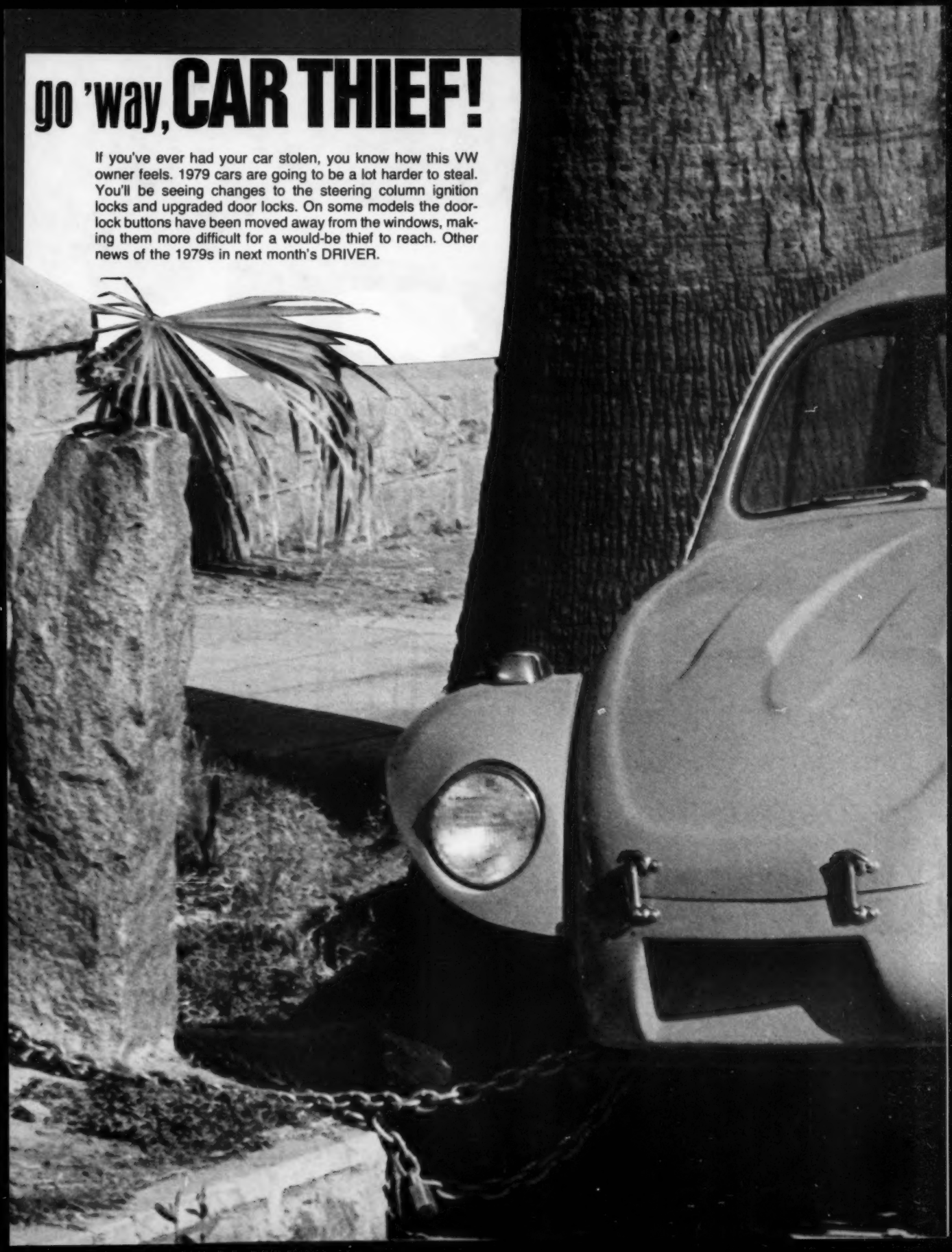
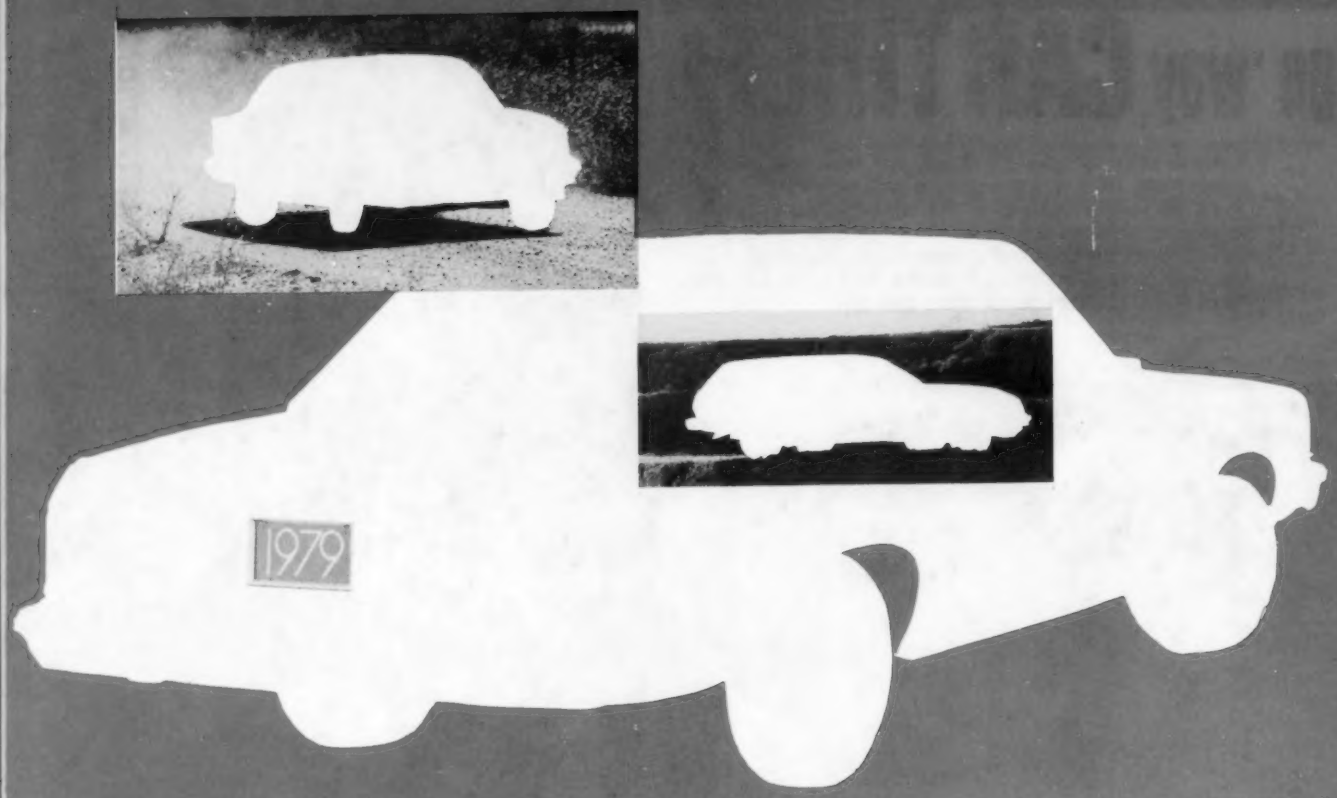
jump. If we're alert we may notice the roll bars on the car, but there's no way we can see the special shocks or the extra weight in the back end, carefully calculated to keep the nose from digging in.

There's something in human beings that makes us want to test ourselves against others, maybe to prove that we're as capable of fancy driving as that fat detective on TV. If you're ever tempted that way, just remember: Without the special equipment, the engineer with the computer, and the *illusion* of making it all seem easy, the fat detective couldn't do it either. That's show biz!

go 'way, CAR THIEF!

If you've ever had your car stolen, you know how this VW owner feels. 1979 cars are going to be a lot harder to steal. You'll be seeing changes to the steering column ignition locks and upgraded door locks. On some models the door-lock buttons have been moved away from the windows, making them more difficult for a would-be thief to reach. Other news of the 1979s in next month's DRIVER.





IT'S GONNA BE FINE IN

We saw the trend begin in '77. General Motors down-sized its big family cars (externally) and began to offer smaller engines like the 140 cid four and the little V-6. This year, the down-sizing has come from all the major auto makers with a particular emphasis by Ford and Chrysler.

Models being discontinued at the end of the '78 model run include the AMC Matador, Plymouth Fury, Dodge Monaco, and Dodge Charger SE. Also being dumped are Ford's largest passenger car V-8s, the biggest engine remaining being the 400-incher which will be available on the luxury Lincoln models only. Pontiac has stopped producing their 400-inch V-8, although some of the '78 production run of these engines has been held back for use in the '79 TransAm Firebird.

New engines for '79 include a diesel version of the Olds 260-inch 6, a new small-block V-8 from Chevy which will displace 267 cubic inches, and a turbocharged 140 cid four from Ford.

The news in new models just has to be the new Mustang and Capri. According to preliminary reports, these two cars will be the handling champs of '79, and the addition of a turbocharger to the 140 cid four will make them goers as well.

Chrysler will introduce new two-door hatchbacks based on the successful Omni/Horizon line, and will shrink the currently full-size models bearing the Dodge and Chrysler names.

General Motors makes news this year by introducing a Buick Riviera with front-wheel drive and standard V-6 engine. New front-wheel drive compacts from GM probably won't see the light of public introduction until May of '79, and then they'll be sold as "early '80" models.

Company by company, the tech rundown goes like this:

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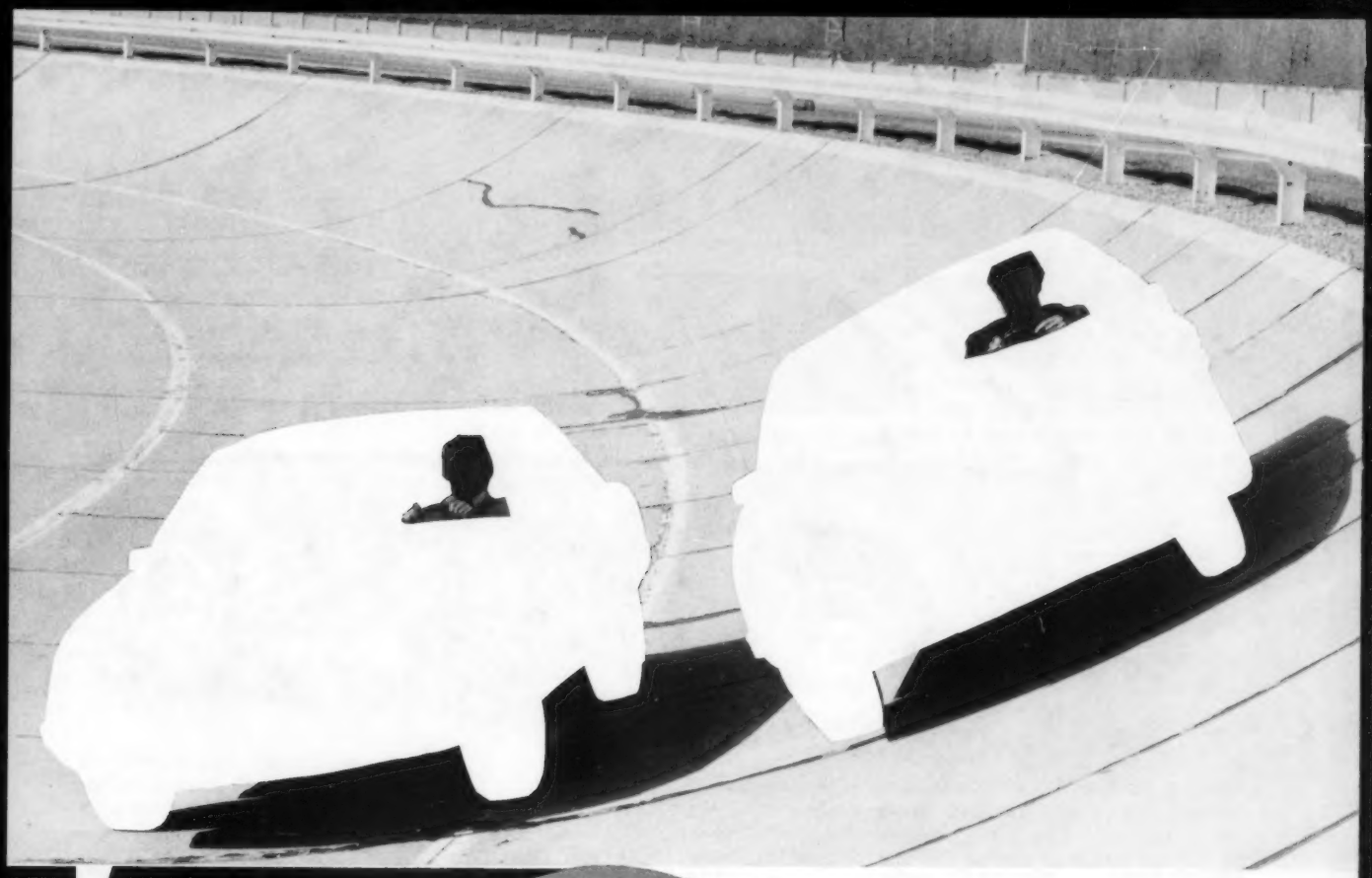

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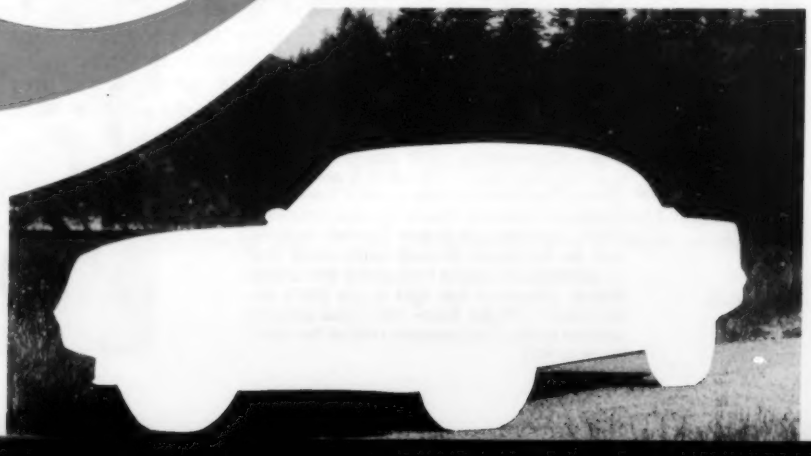
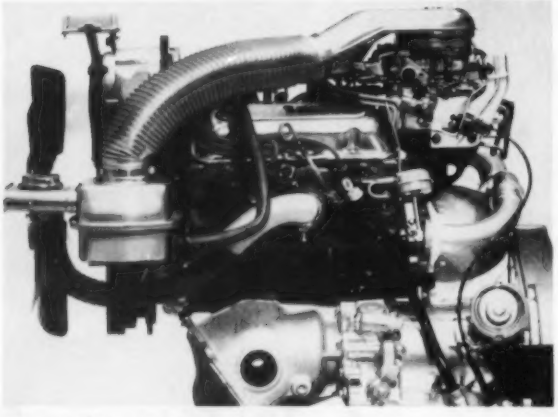
New entries in the subcompact and full-size segments of the market join with performance and handling goodies to make the '79s the best bets in a long time.



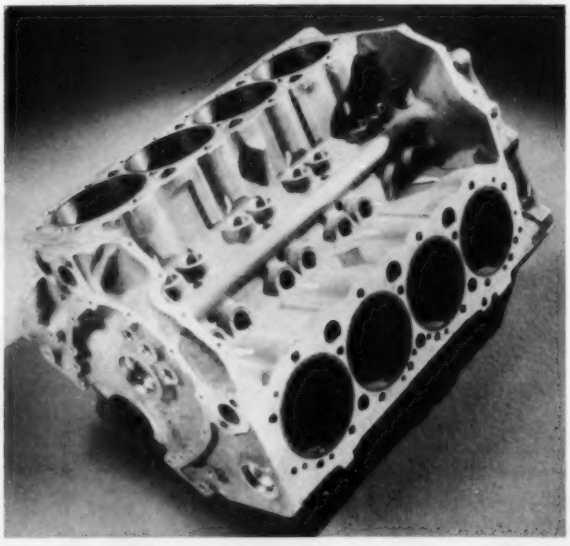
Note: The Backyard Mechanic's series on body work will continue next month.

Chevy's turbo . . . injected Chevette . . . The *experimental* 1979 Chevrolet Chevette with turbocharger and electronic fuel injection increases vehicle horsepower from 63 horsepower to approximately 100 horsepower—about a 40 percent increase. Designed with special aluminum wheels, fender flares and front air dam, the car is targeted for engineering evaluation to study optimization of performance, economy and driveability.



Riviera V-6 Turbocharged Engine

We hope this tech preview will whet your tongue for more . . . but you've gotta be patient. Actual photographs of those beautiful '79s will be in our October issue, so keep your eyes peeled.



(right)
Chevy's new aluminum small block V-8—Chevrolet's 1979 aluminum/steel-sleeved small block, 305 cid V-8 will provide off-highway enthusiasts a wide variety of applications—sprint cars, drag racers, USAC Championship and CanAm cars as well as numerous off-road applications and in competitive boating throughout the United States. Shown at the right is the 305's all-aluminum cylinder block with steel-sleeved cylinder bores. Compression ratio of the small block is 10:1.

continued

American Motors

Spirit will replace the Gremlin name for the '79 AMC sub-compact, and a sporty coupe will be added to the line. Rear-quarter windows will be enlarged on the two-door sedan, and rectangular grilles and headlamps will make their AMC debut.

The Spirit GT coupe will sport the 304 V-8 as an option, and AMC expects to use the 151 cid four made by Pontiac in the later '79 models as it phases out the 121 cid four it now buys from VW.

Concord will continue on with minor cosmetic changes, and a new Crown option on the Pacer will include a vinyl half/roof and real leather seats.

Chrysler Corp.

Big news from Chrysler is bad news for trailer owners. The big 440 and 400 V-8s will be seen no more, as the 360 now becomes the largest passenger car engine at Chrysler. The demise of the monster 440 is of great concern to many police agencies too, as these beasts have long been a favorite law-enforcement tool.

Also victims of the corporate weight-reduction edict are the Dodge St. Regis, the Chrysler New Yorker and Newport. They will now all share the same 118.5-inch wheelbase of the Cordoba. Mechanical components, including the innovative Chrysler Leanburn electronic ignition system, will be the same for both full- and mid-size cars. Plymouth will no longer have any cars in the two larger segments of the market.

The St. Regis and the Newport will have the corporation's proven 225 slant 6 as the base engine, while the New Yorker will slide along with a 318 cid V-8 base engine. New Yorker will have hideaway headlights this year.

The down-sizing of the ex-full-size cars saves over seven inches of unneeded external length and almost 1,000 pounds of weight.

Aspen and Volare will continue pretty much the same this year and next, but will go to a down-sized front-wheel drive arrangement in '81.

General Motors

The last of the dinosaurs have been dispatched from the fold at GM. The E-body cars, Toronado, Eldorado, and Riviera, are now riding on an all-new 114-inch wheelbase and have each shed about 1,300 pounds. As we mentioned above, Riviera now shares front-wheel drive with Toronado and Eldorado. Eldorado will drop over 20 inches this year, and the Toronado will pick up the Olds 350 cid diesel as an option later in the year. Toronado will lose over 22 inches in length for the '79 season. Riviera will sport a turbocharged 231 cid V-6 as a base engine, and Eldorado will get a fuel-injected 350 cid V-8 for its base engine since the 425-incher is no longer in the GM stable.

GM's current X-body crop, including the Nova, the Phoenix, the Skylark and Omega, will be carried over this fall with few changes since the smaller front-wheel drive replacements for these cars won't debut until next spring.

Engines seem to be the big story at Chevrolet this year too, with an optional 267 cid V-8 being offered for the Malibu and Monte Carlo. Chevy's own 200 cid V-6 will replace the Buick 231 as base engine in the Monte Carlo, with a four-barrel 305 cid V-8 being offered as an option.

Almost the entire Chevy line will sport restyled grilles, and rectangular headlamps will be seen on the Nova and the Chevette. Camaro will get a new top-of-the-line model called the Berlinetta, with only minor changes to the ever-popular Z-28.

The Iron Duke, Pontiac's 151 cid four, will get a new cross-flow cylinder head along with a Varajet carburetor, and these changes should mean more power and better gas mileage for the venerable engine. Firebird gets a super-swoopy nose job for '79, as well as full-width taillights a la the old GTOs.

GM's H-body sub-compacts, the Monza, Sunbird, and Skyhawk, will get front-wheel drive in '81, while Camaro and Firebird will go to smaller rear-drive configuration in '82.

Ford

Even Ford Motor Company executives readily admit that there hasn't been much happening in the performance side of the house for quite a few years; however, those of us who snickered long and hard over the Mustang Cobra of recent years had better be prepared to do an about-face when the new turbo-Mustang hits the streets! Ford's success with the turbocharged 140 cid (2.3 litre) is already legendary among those journalists and FoMoCo engineers who have been fortunate enough to test it, and when the turbo package is coupled with the TRX handling package it seems to make the Mustang into one of the best handling, best stopping, best-going cars around.

Both the Mustang and the Mercury Capri (which will now be manufactured in the States) will have turbo packages using EGR, air pumps, and catalytic converters for emission control, but will still be able to outrun the 302 cid V-8. Since turbochargers must be spun quite rapidly to get boost, Ford has chosen a low (numerically high) rear-end gear ratio of 3.45:1 coupled with Borg-Warner's excellent SR-4 four-speed transmission to make their 8-cylinder-eater.

For those of you interested in numbers, Ford's base 2.3 litre engine produces about 101 gross horsepower, while the turbo'ed version pumps out about 147 . . . almost a 50% increase. Add to this the fact that the 2.3 litre weighs 130 pounds less than the 302 cid V-8, giving a better power-to-weight ratio while at the same time improving handling because of the better weight distribution with the lighter engine.

The optional handling package (TRX option) includes Michelin radial tires, wide wheels, specially-valved shock absorbers, and front and rear sway bars. To top it all off, the turbo package (claims Ford) will beat the V-8 and V-6 engines by about 2 miles per gallon!

Both the Mustang and Capri for '79 are based on a shortened version of the Fairmont/Zephyr platform, so they will

continued

continued

be a bit longer than this year, but they will weigh less. Standard bits and pieces will include strut-type front suspension, four-bar link suspension in the rear, rack and pinion steering, and steering column-mounted controls for wipers, etc.

Mustang will be offered in two body styles, a formal two-door notch-back and a two-door hatchback. Capri will get only the hatchback.

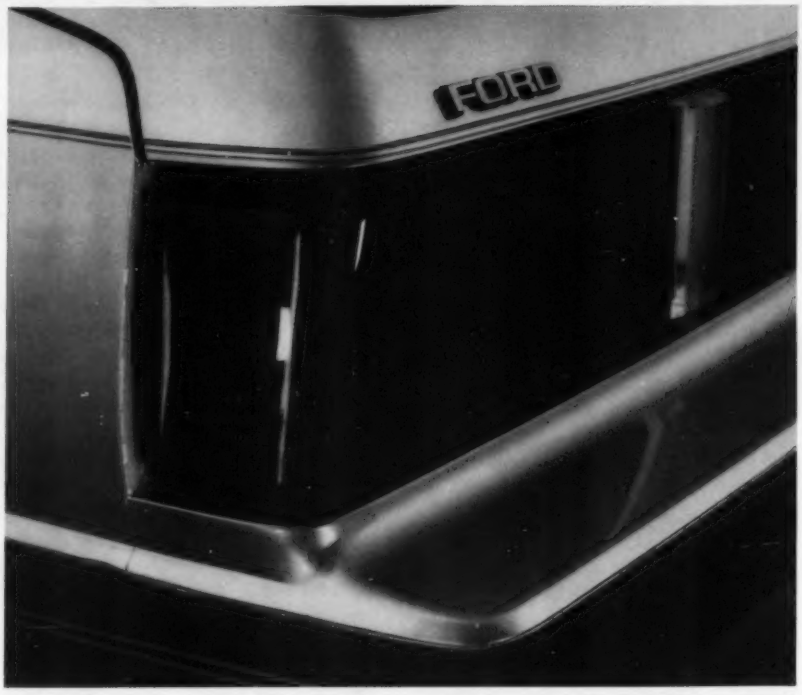
At the other end of the scale, the full-size Ford LTD and Mercury Marquis will be reduced in weight and length although interior and trunk dimensions are about the same as the '78s. Both LTD and Marquis will share a new, squared-off body and will have a wheelbase of 114.4 inches, compared to the '78 LTD with 121 inches and the '78 Marquis with 124 inches. Weight will drop to about 3,700 pounds for both cars as compared to the '78 weights of 4,265 pounds and 4,500 pounds for the LTD and Marquis, respectively.

Base engine will continue to be the 302 cid V-8 for the LTD and will replace the 351 cid V-8 as base engine for the Merc. The 460 cid V-8 will be dumped and the 400 cid V-8 will be offered only on the full-size Lincolns, leaving the 351 as the largest optional engine on the '79 LTD and Marquis.

LTD II and Cougar remain essentially the same as in '78, while the T-Bird will get a minor face-lift. Smaller versions of the T-Bird and Cougar will be based on the Fairmont/Zephyr platform and debut in '80.

Fairmont and Zephyr styling is unchanged this fall, with a four-speed overdrive transmission replacing the three-speed as standard with 200- and 302-cid engines.

Pinto and Bobcat get new grilles and rectangular headlamps, and are scheduled to be replaced in '81 with new front-wheel drive models.



Taillights on many new models are the biggest ever. From a safety standpoint, we couldn't be happier. These lights are easier to see at night at almost any distance, and daylight reflectivity is way up there too.

Honda

Honda will debut a sporty 2+2 coupe (in the late spring) that will share many mechanical pieces with the reliable and proven Accord. The Accord itself will get a larger engine and the four-door model will feature power steering, and electronic ignition as standard equipment.

Volkswagen

According to VW of America officials, most of the Rabbits sold in the U.S. will be produced at the Westmoreland, Penn. plant. These American-built VWs will sport rectangular headlamps and other small changes to differentiate from the imported models.

A Rabbit pickup is tentatively scheduled for production in the '79 model year, and a notchback version is planned for '80. Rabbits will be available with either gas or diesel engines, and an optional five-speed overdrive transmission is in the works.

Fiat

The new X1/38 will debut this fall or early next year. The car has front-wheel drive and is due to replace the current 128 series eventually. The X1/9 will get an optional five-speed transmission and the Brava and 124 Spyder will get a new, optional 2-litre four-cylinder engine.

Triumph

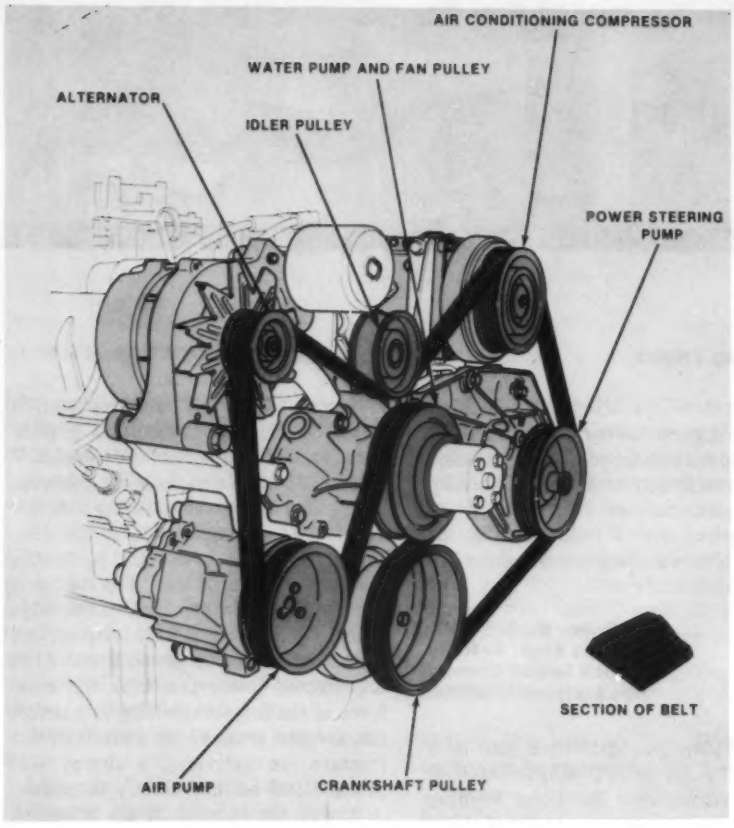
Plans to introduce the TR-8 (the one we've been promised for three years) have been delayed again by British Leyland, and they still haven't decided on whether to import the super-nifty Rover 3500 to this country. We hope they do . . . it'll surely be a hot seller.

Mazda

The Mazda line will get smaller this year, as only the GLC and the new, extremely successful RX-7 sport coupe will be imported. The RX-4 and the Cosmo will stay in Japan.

M-B

The Mercedes-Benz lineup will stay the same except for the addition of the 300 TD station wagon. The wagon is M-B's answer to the years of clamor from U.S. buyers.



(left)
For '79 V-8s, Ford will use a "serpentine" engine drive belt system. One belt will drive the air pump, alternator, water pump, fan, power steering pump, and air conditioner compressor. It is said to be relatively inexpensive, and ought to be much easier for backyard mechanics to remove and install, since the idler pulley is the only component that has to be loosened for belt maintenance.

Datsun

Datsun will launch a revised version of the 280Z this fall, and it'll be based on existing mechanical components but have all-new sheet metal. The bottom-of-the-line B210 will be replaced by a new line of 210s which will offer a two-door hatchback, and two- and four-door sedans and wagons. The front-drive F-10 will be discontinued next year and replaced by their new front-drive model known as the 310.

Renault

Beginning this fall, the Renault Le Car will be sold in selected American Motors dealerships, and AMC is reportedly pressing Renault hard for state-side introduction of the spiffy R-18 sedan and wagon in the '80 model year.

Well, there you have the quick 'n dirty tech rundown on the '79s. Stay tuned for the October issue . . . we'll let you see all the goodies you've just read about.

Other Things in '79

Elsewhere in this issue, we have an item about the recent Federal approval of European-style quartz-halogen and quartz-iodine headlamps. Properly aimed, these headlamps will allow much-improved lighting without increasing glare to oncoming vehicles. They'll definitely be the hot set-up for those long Texas-size stretches of open highway where deer or wild pigs, or even our old friends the cows, can be standing in the middle of the road.

Another interesting trend to watch is the success of the Ford Consumer Appeals Board. Customers who have unresolved complaints about their cars, or who feel their dealer is trying to hassle them, can take their plea before the board. The board consists of two "industry" representatives, and three "consumer" representatives. A pilot project operating in North Carolina has proved the board concept seems to be a fair and equitable way of resolving consumer complaints about their cars.

General Motors also announced in July that it was establishing a binding arbitration project in the Minneapolis-St. Paul area to be run by the Better Business Bureau which has had its own program for several years. It differs from the Ford program in that both dealer and consumer must agree in advance to accept the arbiters' decision.

The National Automobile Dealers Association (NADA) is strongly encouraging its members to organize consumer action programs in their areas. Such non-binding arbitration is being used successfully in over 40 areas of the country at the present time and seems to contribute greatly to an improved dealer/customer relationship.

It looks like '79 could be a great year for the consumer as well as the corporations.

LETTERS to the EDITOR — BACKfire

MANDATORY HELMET LAWS

I would like to express my opinion regarding mandatory helmet laws.

In all arguments, pro and con, I've never heard this one. Most people agree that wearing protective equipment is wise, but some claim that they have the right to choose safety or danger. In part, I agree.

However, some protection is required for the safety of others. If a rider is without eye protection, for example, he may become temporarily blinded, thereby endangering others. But the helmet, it is argued, protects, or not, only the wearer and at that only during an accident. Except for big bugs, low birds, and mischievous tree branches, this is true.

Consider for a moment the County Hospital and its emergency room which may be required to put your head back on. This is financed in part by taxes, hence the entire population is liable for your recovery and should be allowed to dictate the amount you protect yourself. Or, refuse treatment.

This is especially true in the military, where the service will pay for repairs. Indeed, it is easily within the interests of the services to require helmets both on and off base, regardless of local law. Else let the unprotected rider pay for his own hospital charges.

Richard Sternbergh, USAF
Box 2654
Scott AFT, IL 62225

Richard has hit on one of the basic reasons for helmet laws–cutting the cost society pays for needless injury and death.

LEAKING TRUNK

I, too, had a '72 Malibu with a leaking trunk. I suggest having a glass installation shop remove the rear window molding and reseal the rear window especially at the bottom corners. I did mine myself and applied 3M Window Sealer all around after cleaning out the dirt. Result: No leaks. Try it.

Bruce Burket, USA
Md Base Engr. Activity
Rock Island Arsenal
Rock Island, IL 61201

OK, OK, we give up! There must be a heck of a lot of '72 Chevelles with water leaking into the trunk because we've heard from at least 10 of them! Bruce and the others who wrote are correct about the usual source of the leak being at the seal between the body and the rear window. If you're sure the trunk lid is sealing properly, check out Bruce's tip on your own car.

CLOTHES HAZARD

As a commander of many young soldiers owning and operating vehicles, I feel compelled to comment on a notice in your DRIVER Magazine of Mar '78. The reverse cover depicts hanging coats on the driver's side in the rear seat of the vehicle. There have been numerous documented cases that if the coats, uniforms, etc., are covered with a plastic bag, there is an extreme danger of the wind causing the bag to envelope the driver's head, resulting in a hazardous situation. I agree with the line of sight being obstructed when placed elsewhere; however, I suggest either the plastic bag be removed and disposed of properly or else the clothes be placed on the back seat.

CPT Dennis M. McFarland, USA
Commander
C Bat 3d Bat 16th Fld Art
APO New York 09034

FULL-FACE HELMET

A recent fatality aboard our station served to illustrate in the most graphic terms just how important a "complete" helmet can be to a motorcycle operator.

A young sailor was traveling approximately 20 to 25 mph when he lost control of his motorcycle, went up over a curb and hit a large tree. The man was wearing a helmet. Unfortunately, though, it was not a full, wrap-around (if that is the correct term) helmet. His unprotected lower jaw took the main force of the impact resulting in a severe fracture and trauma. As a result of this fracture the individual's airway was blocked and he died shortly thereafter.

It was the opinion of the attending medical officer that, had the sailor been wearing a maximum protective helmet, the injuries would no doubt have been less severe and the fatality may well have been avoided.

CTOCM R. D. O'Neill
Command, Master Chief
U.S. Naval Security Group
Activity SABANA SECA
FPO New York 09555

The full-face helmet, first produced in 1968, has been much more popular than manufacturers expected. About 50% of the helmets Bell sells in the United States are full-face, and the figure is even higher in other countries: 95% in Australia. But there is obviously still some reluctance about them. For example, few police motorcycle riders in the U.S. wear them.

ALCOHOL AND MARIJUANA

I have just read your response on "The Price of Marijuana" and I must say I have seen more stories on people being hurt and killed by alcohol than will probably ever be hurt by pot.

Alcohol is the biggest killer on the highway. On all the holidays we even go as far as to predict how many traffic fatalities will be caused by drinking. I can't ever remember reading about the percentage of lives that would be claimed by marijuana. Even though alcohol is legal it is still a drug.

I would also like to relate a true story to you:

Last year while I was stationed at Millington Naval Air Station, Tenn., a friend of mine was coming home on his new motorcycle. A man who was "drunk as a skunk" decided to make a right-hand turn from the left-hand lane. He did so at the expense of my friend. Steve was badly hurt and his bike was totalled. The previous night this same man was the instigator of a hit and run involving a 9-year-old girl.

Controls on marijuana are harsh. Why can't the control on alcohol be a little stiffer? If this happens, I feel our highways will be safer for all of us. Let us all remember also that no one is immune to accidents. "The life you save may be your own."

Ramona Willis
444 Canyon Drive
Oceanside, CA 92054

Alcohol is of course the most abused drug. But the truth is that we have no way of knowing how many drivers are under the influence of other drugs because police have had no simple, roadside test. California is now in the midst of a program to find out. So far, about one in four California motorists stopped on suspicion of drunk driving have marijuana in their blood, sometimes in combination with alcohol and sometimes not. This is a much higher incidence than anticipated. Marijuana does deteriorate one's driving abilities.

OFFENSIVE DRIVING

NOTE: This letter to Turk Wrench is written in the same spirit as his article "Offensive Driving" (Apr '78):

Dear Turk

Your tips on offensive driving were sure great. But, you gutless wonder, why do you tailgate from three feet back? Some dummies won't even know you're there. You've got to nudge them a bit – play a little bumper tag. A good solid jolt wakes up *any* creep. You can smack them harder if you add a nice, heavy brush guard to the front of your car. Plus, the guard protects your headlights. By the way, you forgot to mention realigning your high beams so they light up the whole road for a good long way ahead. Don't worry that it blinds oncoming drivers – my coup de grace is to turn on all eight driving and fog lights when some turkey flashes his brights at me. That really burns his eyes out.

You also forgot to mention turning left from the far right lane. This is especially sporty during big city rush hour. Some chickens just swing right a little before turning left, but don't you think my way has a lot more style?

Jumping the green light is good for a laugh; the other drivers are supposed to stop on yellow anyway. Speaking of yellow, have you ever tried creeping along, holding up traffic, until you come to a light that's about to turn red? Then, making sure you've slowed things down really good, zoom across the intersection leaving your followers to wait for the green light. Drives them wild.

Offensive driving doesn't stop just because you're parked, either. Don't bother to check how close the next car is before throwing open your door. After all, denting him is so much nicer than just chipping his paint.

Back to the steel sled – haven't had so much fun since I was a kid! Be looking forward to your next offensive article.

BUTCH

Seriously, gentlemen, I've enjoyed reading DRIVER since you've been publishing it. Please keep up the good reporting.

Maj Walter S. Millington, USAF
HQ AFSC — SMR 219
Andrews AFB, MD 20334

Butch:

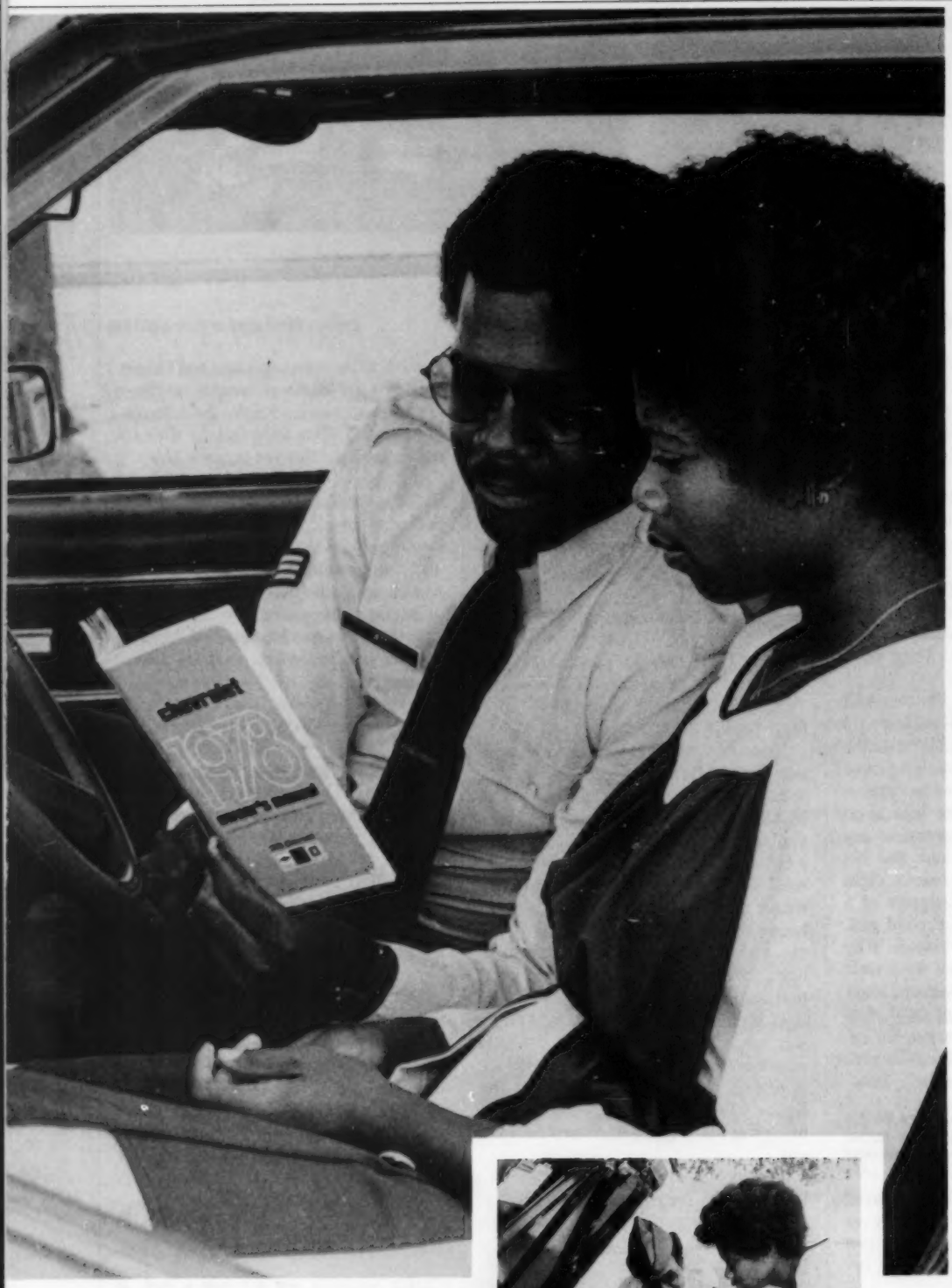
I challenge you to a joust. That's a head-on collision, for you guys from remedial driving school. You pick the time and the place. You can even pick the speed. Pity I have to waste you, because you might have had some future in this game–your ideas are pretty good. But nobody insults the Turk. Are you man *enough to meet me? Huh, creep? HUH?*

TURK WRENCH
Hostility Editor

Turk's basically not too bad a guy, if you don't touch his crayons and feed him his Gaines burgers once a day. Please don't judge all our staff by him.

☆U.S. GOVERNMENT PRINTING OFFICE: 1978—783-116/110

the Drivers



Your new car will provide you with a booklet that is (or should be) fascinating reading — the owner's manual. Here Sgt Jerry Jett gives Rhonda Wiley a few pointers from his manual on how to properly start the engine of his new car. You think we're kidding? One of our staff recently bought a new auto and the manual contained two pages on how to start different models of that car. The manual also will give you important words on emergency procedures, maintenance, care of the car's appearance, and good stuff like that. Read it, even if you've had the car for a while; it's worth the time.

Sgt Jett is a personnel clerk at the Air Force Inspection and Safety Center at Norton AFB, and Rhonda is a summer aide working with DRIVER.

Sgt JERRY JETT and RHONDA WILEY

(inset)
And it's also kinda handy to know where the spare is, and how to operate the jack.